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MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. IV FRIDAY, MARCH 26, 1943 No. 2

SOME TIME NEXT YEAR

MR. CHURCHILL

SPEAKING with every reserve and not attempting to prophesy, I can imagine that some time next year—but it may well be the year after—we might beat Hitler, by which I mean, him and his powers of evil into death, dust and ashes

THEN we shall immediately proceed to the other side of the world to punish the greedy, cruel empire of Japan, to rescue China from her long torment, to free our own territory and that of our Dutch Allies, and to drive the Japanese menace for ever from the Australian, New Zealand and Indian shores. That will be our first supreme task and nothing must lure us from it . . .

IT will be our hope that the United Nations, headed by the British Commonwealth of Nations, the United States and Soviet Russia, shall immediately begin to confer upon the future world organization which is to be our safeguard against further wars by effectually disarming, and keeping disarmed, the guilty States, by bringing to justice the grand criminals and their accomplices and by securing the return to devastated and subjugated countries of those mechanical resources and artistic treasures of which they have been pillaged. We shall also have a heavy task in trying to avert widespread famine in the ruined regions

FOUR years seem to me to be the right length of time for the period of transition, and reconstruction which will follow the downfall of Hitler. This plan should cover five or six large measures of a practical character which must all have been the subject of prolonged careful, and energetic preparation beforehand and which fit together into the general scheme

MR. CHURCHILL *in a broadcast from London on March 21*

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THE CLOUDS ARE LIFTING

"On the battlefronts, the clouds are lifting. The tide has turned and turned for good, whatever desperate, deadly expedients the enemy may yet resort to in his despair. Victory is coming nearer, however far off it may be. Historic human advance will not be halted—the great light will not be put out. This will be a free and not a slave world and that freedom will surely be achieved by our great faith and good loyalty to it and our total effort behind that faith and loyalty."

— GENERAL SMUTS, *in a broadcast from Johannesburg on March 20.*

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Have you a Camera ?

A NEW PRIZE COMPETITION

There are many Madrasis now on active Military service, earning good pay from which they are saving money to spend after the war. It is important for the welfare of the soldier and his family that these savings should be usefully and productively spent, for instance, in rural reconstruction and post-war development schemes.

Our Sepoys want to know what they can best spend their money on, and we propose to show them.

THIS IS WHERE YOU COME IN !

The Editor wants photos of—**(1) A well being sunk, (2) A finished well in use, (3) Terracing of fields, (4) Fruit topes, (5) Vegetable gardens, (6) A small shop, (7) Poultry keeping, (8) Improved cattle, (9) House-building, (10) A wedding, (11) Any other subject which you consider that a Sepoy might like to spend money on.**

A first prize of Rs. 20 and a second prize of Rs. 10 will be given for the best photographs submitted. Prizes of Rs. 3 will be given for the best photos in each of the above groups.

The Editor reserves the right to withhold prizes in any group in which the required standards of quality are not satisfied.

No photos can be returned to senders.

All entries must reach

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Madras War Review

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. IV — FRIDAY, MARCH 26, 1943 — No. 29

"Save for Victory and Peace"—Effect of Small Savings on War Economy.

In a talk in the "Common Cause" series broadcast from the A.I.R., Madras, on Monday (the text of which is published elsewhere), Mr. D. W. Dodwell has dwelt at length on the theme "Save for Victory and Peace." He points out that all spending that is not essential for our own efficiency or the welfare of our dependents should be ruthlessly cut out. After paying taxes and meeting immediate personal expenses, the balance of one's income should be used for paying off debts, or given for war purposes, or lent to the Government to be used for the war. He refers to the problem of rise in prices and lays stress on the fact that if the public restrict their purchasing power to the necessary extent by saving and lending to the Government, they would be keeping prices as stable as possible. Lord Keynes has pointed out that it is far better for the people to save the excess income themselves straight-away and avoid the rise in prices than invite taxation. Mr. Dodwell emphasizes Keynes's conclusion that if prices rise in war-time, it is a clear indication that the people are not saving enough.

It may be asked whether small savings really have any effect on war economy. They have—and that a very good deal! For it is they that reduce and divert money away from small spendings which, in the aggregate, constitute the most dangerous rival to war production, because they compete for the use of labour, material and shipping. Further, the colossal cost of a modern war is helped to be defrayed appreciably only by these small savings. During the last three and a half years, Britain has raised £5,000 million in national savings alone, such as war loans, gifts to Government, and loans free of interest, which represent six years' average pre-war national expenditure. It is important to note that £1,900 million of this amount comes from small savings, from men with incomes of £300 per annum and less.

The recent inauguration of the "Wings for Victory Campaign" in Britain is in connexion with the great drive for

(Continued on page 6)

"Time-Bombs From America"—III

Our Confusion is Hitler's Hope

The Battle of Tunisia

THE Battle of Tunisia has begun in right earnest. General Montgomery's attack on the Mareth Line on the night of March 20–21 is the beginning of a great allout offensive, which will be followed with the closest interest, because the earlier the battle is finished, the sooner the great Allied offensive against Hitler's *Festung Europa* is likely to be launched.

THE Eighth Army has started its attack on a six-mile front between the sea and the main road from Medienne to the Mareth village. It has powerful air support from the Western Desert and Tunisian air forces. Simultaneously the American Fifth Army has attacked from the West. This attack takes the shape of a three-pronged thrust to the Mediterranean. The northerly thrust is along the road to Maknassi. The two other thrusts are on two roads running south-east from El Guettar to the main Gabes road, and the subsidiary track known as the "gum tree" road. The object of this thrust is to cut Rommel's line of escape.

Hemmed in

MAKNASSI which is 40 miles from the coast on the rear of the Axis forces defending the Mareth Line, has been captured by the Americans. This brings them to about 80 miles from the Mareth battlefield itself, where the Eighth Army is at grips with Rommel. Maknassi is on the railway line connecting Gafsa and Sfax. Its capture has narrowed Rommel's escape corridor to a 40-mile coastal strip. *Reuter's* special correspondent in North Africa says that Rommel's forces are now hemmed into an eighty-mile long rectangle with General Montgomery's Eighth Army hurling itself at the Mareth defences, while the Americans are close in at Rommel's back.

THE Eighth Army succeeded in driving a wedge in the defences in the 'best defended portion,' and a famous British force, which is part of the Eighth Army, by-passed the Mareth position and is moving towards the sea to Gabes, to the rear of Rommel's forces. This manoeuvre of by-passing the front line has been frequently used in the Western Desert both by Montgomery and Rommel, and it was therefore not unexpected by the enemy. The Germans were ready to meet this outflanking move, and later reports say that they have, after fierce fighting, stabilised their defence line.

REFERRING to the opening stages of the Battle of Tunisia, the Military Correspondent of the *German News Agency*, Ludwig Sertorius, said on Monday night that the fighting had "assumed such proportions that it is no exaggeration to speak of a big battle" and that the British are doing everything "to bring to full effect their numerical and material superiority."

The First Army

THE correspondent also refers to the First Army. He says, "In Northern Tunisia' the first British Army under General Anderson is still on the defensive, but there is no doubt that it too will play its part in the general offensive plan of the Allies. It is going to join in the fighting at some other stage of operations, perhaps the next stage."

THE Allied offensive plan is evidently to destroy Rommel's forces between the anvil of the First Army and the hammer of the Eighth, and Rommel knows well that his best chance of avoiding destruction lies in dislodging the anvil before General Montgomery deals out his hammer blow. Rommel tried his very best to dispose of the anvil; he failed; therefore he thought that the next best thing was to strike at the hammer, before it struck him. And he struck first, but what happened?

HE failed to penetrate General Montgomery's line; he had mistimed his attack. If he had struck some time earlier he would have found that the Eighth Army was not really so well prepared. According to the *Daily Herald* correspondent in Tunisia, Rommel was lured into assuming that British positions had not been strengthened during the period immediately preceding his attack. This was because none of the necessary movement of men and material was made apparent to the reconnaissance of Axis aircraft. The correspondent says that one of the most famous Divisions in the Eighth Army was, at very short notice, moved into positions entirely under cover of a moonless night. This he describes as "shock No. 1" for Rommel's men. "Shock No. 2" was the position of the British anti-tank gun screen. The measures adopted by General Montgomery to conceal the disposition of the guns of the Eighth Army proved such a great success that when Rommel's panzers rushed headlong they were greeted with such unexpectedly terrific gunfire that the Axis attempt was completely frustrated.

A Stiff Battle

THE failure of Rommel's offensive from the Matmata Hills in front of the Mareth Line does not, however, mean that there is quite an easy task before the Allied troops. The Axis forces have no doubt suffered losses which, according to an Allied Headquarters statement broadcast by Algiers Radio, make the defeat much graver than the previous one, but it must be recognized that Rommel still has the great tactical advantage of interior lines of supply. At the same time, it may be pointed out that he is depending for his supplies on a string of ports which are vulnerable to concentrated air attack.

CABLING to his paper on March 14, the *News Chronicle* correspondent with the Eighth Army said that Rommel's "suicide army" knew that they were doomed; "their future is marked out for them clearly as if it had already happened. They know that Hitler and the Duce have written them off." Nine days afterwards, on March 23, the Morocco Radio gives the report that Hitler has ordered his troops in Tunisia to fight to the last man, telling Rommel and von Arnim to "resist or die." The report also says that Hitler announced in the same message that he was returning to the Russian front.

The German Plan and the Allied Counter-plan

THE Russian front! yes, this is used for propaganda purposes in Tunisia. People may wonder how. It is obvious that German fortunes everywhere appear to be staked on the success or failure of their spring campaign in Russia, and so the story is told that Russia will soon be forced out of the war, or reduced to impotence, and that this will set free a large part of the German forces now engaged there for the reconquest of the whole of Tunisia. Behind the story may lie the truth about the German plan. In fact, Rommel's bid is to gain time, time for which the Germans are prepared to pay almost any price, time to fortify the coasts of southern Europe, time to raise fresh divisions in Germany, time for the spring offensive in Russia.

BUT the Allied plan in Tunisia is *not* to give time to Rommel. That is why General Montgomery is striking the hammer-blow now with all the strength at his command. The main battle will no doubt be the one for Gabes. But before it comes, much hard fighting lies ahead. For the Germans have, according to the latest news, re-established their main line of defence on the Mareth front by strong counter-attacks. The present position has been well summed up by Mr. Churchill when he said, "I do not wish that hopes of an easy decision should be encouraged. On the other hand, I have good confidence in the final result."

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RUNNING COMMENTARY

(*Continued from page* 3)

saving. Sometime ago, the "War Weapons Week" and the "Warships Week" were celebrated throughout Britain, and London's contribution alone was well over £170 million. London inaugurated the "Pioneer Week" in regard to the "Wings for Victory" campaign and must have realized its goal of collecting £150 million.

* * *

National Savings Groups : Premier and Chancellor on Post-war Problems. Scattered all over England, there are about 3,000 little groups of people, the National Savings Groups, who work together to raise enough money for a final distribution of savings certificates among themselves. These people are collecting money not only to bomb HITLER'S manufacturing centres, communications and U-boat yards and strengthen the R.A.F. in numbers and equipment, but also to make savings an important force for victory in peace. Sir KINGSLEY WOOD, the Chancellor of the Exchequer, has pointed out that Britain will be in need of savings, as soon as the war ends, to finance the great capital projects of re-housing, re-equipment of industry, social reconstruction, and answer the needs of the people liberated from the Nazi tyranny. "We shall have," said Mr. CHURCHILL in his broadcast on Sunday night, "a heavy task in trying to avert widespread famine in the ruined regions." He also said,

> "We have one large immediate task in the re-planning and re-building of our cities and towns. This will make a very great call on all our resources in material and labour, but it is also an immense opportunity not only for the improvement of our housing, but for the employment of our people in the years immediately after the war."

It is to this larger and ultimately more important objective that the economy of Britain is being steadily and substantially directed. So far as India is concerned, though there may not be grand schemes of house-building after the war, for the simple reason that we have been generally spared the real horrors of war, still the problems of post-war reconstruction are bound to be of more or less serious dimensions, which will require all the energy and intelligence of statesmen and economists to cope with. To the extent the general public assist the Government by saving as much money as they can spare, now itself, to that extent will they be relieving them of a great burden.

Puzzling, but true!

Here is an interesting dialogue between a Hungarian and a Swiss :

"Hungary is a republic, of course, Sir ?"

The Hungarian answers : "No, my friend, it is a kingdom."

Q.—"But who is your King ?"

A.—"We have no king, Admiral Horthy is the Regent of the country."

Q.—"An Admiral ! fine, you have a fleet then ?"

A.—"We have no fleet, the rank of Admiral remains in memory of the fleet we once had."

Q.—"Your Kingdom of Hungary is, of course, not at war ?"

A.—"You should know that we are fighting against the Russians."

Q.—"I understand, you don't like the Russians who are your neighbours and you want some of their territory ?"

A.—"You don't understand at all. We want nothing from Russia, with which country we used to be on good terms."

Q.—"Then may I ask you *why* you are at war ?"

A.—"Because we hope that Rumania will give us back Transylvania."

Q.—"But you did not tell me that the Rumanians were your enemies ?"

A.—"My good friend, you reduce me to despair ! Rumanians are our Allies !"

—*A.I.R., Madras.*

Save for Victory and Peace

By DAVID W. DODWELL, I.C.S.

THIS war is a terribly costly business. Everybody is helping to pay for it in one way or another. We should be proud to make our contributions as large as possible and pay them cheerfully. Should we not all be ready to die to save our country from subjection to the brutal tyranny of Nazis or Japs? Then surely we cannot grudge any lesser sacrifice. Many brave men and women of the United Nations have paid the price of wounds and death to save the world and us from that slavery and many more stand ready to do so at any moment. We should be ashamed to do less than our utmost to back up and hasten the day of victory.

What can we do to help? We must work to the limit of our strength, waste nothing, and use and spend as little as possible for our own deeds. *All consumption and spending that is not essential for our own efficiency or the welfare of our dependants should be ruthlessly cut out.* Whatever is left of one's income after paying taxes cheerfully and meeting the minimum personal expenses should be used for paying off debts, or given for war purposes, or invested in genuinely productive enterprises that will increase the supply of necessary goods, or lent to the Government to be used for the war. In a country at war production is increased as much as possible but a very large part of the goods produced has to be used for war purposes. The people's purchasing power increases as they are paid for all the goods produced, but there are fewer goods for them to buy as so many are needed by the Government for the war. *Prices will rise unless the people save the excess of their incomes over the cost at existing prices of the goods available for them.* It is foolish to argue as to whether the higher prices are caused by more purchasing power or shortage of goods. One might as well ask which blade of a pair of scissors does the cutting!

THE IDEAL REMEDY

Anything that can be done to increase production of useful goods or make them go further by economy and prevention of waste is the ideal remedy. But it is not possible to increase the supply of goods for ordinary use very much in war-time without cutting down the war effort, which is out of the question. Action on the production side alone, therefore, is not enough. The public must also restrict the use of their purchasing power to the necessary extent by saving and lending to the Government in order to keep prices as stable as possible.

Let me illustrate what happens by some rough figures. Suppose the output of goods and services in India in a year is worth 2,000 crores of rupees at present prices. The total income of the people will then also be 2,000 crores. Suppose the Governments (Central and Provincial) buy 600 crores of rupees worth of the output for war and other purposes but raise only 300 crores from taxation and borrow 100 crores from genuine savings. Then the people have 1,600 crores of income left which they mean to spend in the year, but the goods available for them to buy in the year are only worth 1,400 crores at present prices. If the public insist on spending the 1,600 crores, prices must rise. But if they save a further 200 crores of their income and lend it to the Government, the gap will be closed and prices will be stable. This is an over-simplified picture and the figures are only guesses. There are no authoritative estimates on these lines for India. I wish there were!

"NATURE'S REMEDY"

Every one ought to read the brilliant pamphlet called "How to pay for the war" by Lord Keynes, in which he estimated at the beginning of the war what rate of taxation and savings would enable Great Britain to pay for the war without any undesirable rise in prices. Much of his general argument applies equally well to India. He shows that, if taxation and genuine savings lent to the Government are not sufficient to cover Government spending, then we have to put up with "Nature's remedy," which is *a rise in prices. It does not enable the people to get more goods. It only transfers the excess purchasing power to those who profit from the rise in prices.* From them it goes sooner or later to the Government in taxation and savings. If they try to spend it, the rise in prices goes higher. It continues until the Government's receipts from taxes and savings cover what the Government spend. Keynes shows that it is far better for the people to save the excess income themselves straightaway and avoid the rise in prices. Please read the pamphlet yourself. It will convince you that, if prices rise in war-time, we are not saving enough.

If victory is to be won quickly, India and all the United Nations must devote as much as possible of their energy and resources directly to war services. We must manage with the barest minimum of goods and services for ordinary use. Peace-time living standards have to be drastically reduced for all except those who had no margin above what was needed for health and efficiency. Most people are suffering hardship because their income has not risen as much as the cost of living. That is part of the price we have to pay for victory. We should pay a much heavier one for defeat! Please think it

over carefully and conscientiously, and you will admit, I'm sure, that you have some margin over absolutely essential expenditure and that it is your duty to save it. Much spending is purely conventional, that is we spend because our friends expect it and because other people do. All that must go in war-time.

Let us do all we can to create a strong public opinion against all unnecessary spending as well as against waste of every kind! Saving is not merely twice but several times blessed in war-time. It helps to pay for the war and to stop the rise of prices, and is therefore saving "for victory." It will also give you a reserve and greater economic security after the war and you may be able to help your country just as much then by spending what you have saved as you do now by saving it. That is why I call it also saving "for peace."

PATRIOTIC AUSTERITY

Patriotic austerity is a primary duty for us all in war-time. President Roosevelt told the Americans that to meet the needs of war civilian economy would have to be "cut to the bone." Marshal Chiang Kai-shek has just called on the Chinese people to lead an even more austere life than hitherto. "You have not been painstaking and thrifty enough, he says, "and have not struggled hard enough." Think of all that the Chinese have suffered with such magnificent endurance in their mass migration from the east to the west of their vast country to continue the struggle for independence in the mountains. If greater austerity is demanded from them, it certainly is not too much to ask from us who have suffered comparatively speaking so little. We think our rise in prices bad enough, but it is much worse in Chungking. Let us emulate the splendid spirit of unity and resolution of the Chinese and, like them, forget all differences in concentrating on winning the war. If China could do it, India can. That is the spirit that will make the early rescue of Burma certain and so bring to our Chinese friends the weapons and supplies that they need for driving the Japs into the sea. The war is dragging on too long. We can only end it quickly by making a supreme united effort and putting first things first. The right spirit of unity and resolution will not only end the war quickly. It is also the one thing that will enable us to build the new India and the new world of our dreams when we have achieved victory and peace.

—A talk broadcast from A.I.R., Madras, on Mar. 22.

Post-War Economic Relations

By NORMAN CRUMP

NO country is entirely self-sufficient. No country can prosper if the rest of the world is depressed. No country can achieve complete freedom from want for its nationals by its own unaided efforts. Whatever plans it makes for the betterment of its own people, sooner or later it has to co-operate with other countries for the fulfilment of those plans. And it can never forget that co-operation means give as well as take.

These are thoughts underlying two important speeches delivered recently—one by Mr. Herbert Morrison in the city of London, the other by Mr. Sumner Welles in Toronto.

Mr. Morrison described three focal points in world economic relations. These were currency, commodities and commerce.

Mr. Sumner Welles said that the United Nations should set up a machinery for a combined study of all international problems under the general heading "freedom from want", so as to formulate constructive plans and recommendations. The United States Government, he said, intended at once to discuss this proposal with other members of the United Nations.

THE OBJECTIVE

Discussion of this kind followed by comprehensive agreements could go a long way to solve the world's post-war economic problems. The objective is general improvement in national standards of living and in national income to a point where the world's capacity to buy and consume equals its war-developed capacity to produce.

Currency and exchange systems must fertilize and not choke international trade. There must be no exchange problem between London and New York any more than there is between London and Edinburgh, or New York and San Francisco. The key is that nations must be prepared to buy as well as sell, and banks of all nations must be prepared to hold currencies of other nations and regard such currencies as cash on all fours with their own currency.

Commodity prices must be kept stable. The industrialist and his workers must recognize that a slump in farm prices destroys the farmer's purchasing power and, with it, the demand for their own products and employment for their own industries. If demand for raw materials and foods falls below productive capacity, the United Nations could fill the gap

by buying in order to build up strategic reserves. Raw material producers, on the other hand, should keep in touch with the world's needs. There is a limit, though extended, to the world's needs for most stable commodities. If productive capacity passes that limit, an orderly and elastic regulation by joint agreement may become necessary.

DEVELOPING COMMERCE

Finally, the growth of international commerce must not be interrupted by variations in the economic systems and needs of the members of the United Nations. Russia has one economic system, Britain another, and the United States a third. Britain is seeking to carry out her post-war plans for social security, housing and education, but is at times fearful lest one financial effect of these on her industries might be too great an increase in her export prices. The United States has her relatively high wages and large mass production industries, the latter greatly developed by the pressure of war. The British Dominions and the Latin American countries can now make at home a wide range of industrial products which formerly they imported. The occupied countries must after their liberation re-establish their industries. Their success in remaking their lives will, in Mr. Sumner Welles's words, depend upon the commercial policy of other nations.

Here are the dimensions of the problem. It can only be solved by agreed action on the part of the United Nations. Action must be inspired by high ideals and wide vision. Above all, sectional interests—wherever they are and however important they may be—must not be allowed to block the way.

Plea for a Standing United Nations Conference

By RAYMOND CLAPPER

ALL of the United Nations are to be invited to a meeting which will be held in the United States before long to consider post-war arrangements.

What we hope for from the meeting is not a complete blueprint of the future but the creation of some continuing machinery of the United Nations so that the requirements of the future might be studied. We do not need plans for dealing with the future nearly so much as we need an organization of competent people who are ready to go to work. Without such an organization, even the best-drawn plans will be merely filed away for reference.

A sound, practical analysis of what can and should be done has just been completed by the Commission to study the organization of peace. This is a group of public-spirited Americans, many of them with years of technical experience in international affairs. The Chairman, Dr. James T. Shotwell, is one of the world's foremost authorities on problems of collective security. The group is not official, but its report undoubtedly will be thoughtfully considered in official quarters.

CONTINUING CONFERENCE

The most important recommendation in the report is that the United Nations organize themselves into a continuing conference as soon as possible.

This conference would have nothing to do with the military conduct of the war. On that, the Commission's report makes a wise distinction. The responsibility for conducting the war must rest with the few large nations that are fighting it and which alone have the military resources for waging it. They must exercise full responsibility in military affairs.

But in the post-war preparations and rehabilitation work that must follow the advancing Allied armies, the United Nations as a body can and should assume the responsibilities.

The war is not likely to end in all places at once. We shall have war going on in some places and reconstruction in others. The armies should not have to divert their effort to do wet-nursing in liberated territory. The United Nations Conference should assume that duty. The lack of preparation for it in North Africa has loaded General Eisenhower with headaches which should have been borne by others. With the invasion of the continent, the need for such assistance behind the lines will expand rapidly.

ASSURANCE FOR FUTURE

A conference of the United Nations, organized into a standing body, would serve as the best kind of assurance toward the future. It need be only a temporary, provisional body concerned with rehabilitation and transition work. As the report of Dr. Shotwell's Commission says, the United Nations will acquire a reputation for honest, efficient administration in the interests of the community of nations, if they develop trust and respect, if they establish organs which prove of value to the community; then it may be hoped that peoples and States will want to carry on such a system permanently after the war.

I think we have here a practical route of accomplishment, not in an overreaching blueprint nor, on the other hand, in a halting island-by-island plan that might never arrive anywhere in time but only provide too little, too late.

There is no time to delay. The nations are already making their plans, as they must. The small nations are setting up boundary claims in shrill voices already, and they are trying to play one power against another. If there is to be no United Nations, if it is to be each nation standing alone, then to achieve security, deals must be made and Allies sought by any means that work.

But a strong, continuing United Nations organization now would cushion some of these fears and moderate the claims which are being made. This is the time to set it up.

Freedom of the Skies After the War

WRITING on the formation of the R.A.F. Transport Command, *The Times* observes that the immediate purpose of the new body must be military, but clearly it may have an important bearing on civil flying after the war by stimulating the production of transport aircraft. When Britain was fighting for its life and holding alone the last standing rampart against aggression, there was no option but to continue to concentrate on the production of fighters and bombers. The policy justified itself in the battle of Britain, when "the few" gave the Luftwaffe its Sedan in the English skies, and is justifying itself now when the Bomber Command is attacking German industrial centres with a force, constancy and effectiveness which have no parallel.

Diversion to the production of transport aircraft would have been a hard excuse in the light of present facts and achievements, continues *The Times*. America was not then —and is not now—under a similar desperate impulsion, and has in fact become the Allied air carrier and is likely to remain such until the end of the war, whatever may be done to enlarge air transport services elsewhere.

The Atlantic Charter rightly includes freedom of the seas among its cardinal principles, says *The Times*. It thinks that freedom of the skies will be equally an asset to victory and a pledge of unity for essential international purposes. Given vision to see the opportunity and the vigour to use it, co-operation in the air after the war offers a prospect of most fruitful international action. The aeroplane has so conquered time and space that the setting up of a world authority assuring freedom of the skies and exercising responsibility on behalf of the United Nations on all issues of the organisation of international air transport ceases to be Utopian. As a result of the war, mighty and magnificent forces of men and machines have been created; experience of aviation has developed; new knowledge has been acquired. In the use of the marshalled resources of the Allied air forces, imagination has been shown and a superb spirit of service evoked.

There has been a pooling for war, declares the paper; victory will be fruitless without a pooling for peace. Great Britain, with her worldwide communications, has a pre-eminent interest in reaching an early agreement. There is every reason why she should take the initiative in opening negotiations with other major Powers among the United Nations.

THE ONE MAN

A man was walking along a Berlin street muttering to himself, "And all this trouble for one man".

A policeman overheard him and arrested him. When he appeared before the judge, the latter asked him to which man he was referring. The reply was "Winston Churchill," and the case was dismissed.

As the man was leaving the courthouse he met the policeman who had arrested him.

"What man did you think I meant when you arrested me?" he asked in passing.

French Colonies in West Africa

Condensed from the "*Economist*"

FRENCH West Africa is one of the least developed parts of the French Empire. Adverse climatic conditions, the expansion of the Sahara desert to the west and the scarcity of local labour have been the main obstacles to economic development.

The colonies which form the Federation (Senegal and French Sudan, French Guinea, the Ivory Coast, Dahomey, Nigeria and Mauritania) cover more than one-fifth of the African continent; and their populations account for about 15 per cent of the total of Africa's inhabitants. But their trade has amounted to no more than 5–6 per cent of all African trade; and the capital invested there amounts to only 2·5 per cent of the total investment in Africa, compared with nearly 10 per cent invested in British West Africa.

Financial difficulties have also handicapped the colonies. The payment of debt services used to make up about 40 per cent of French West Africa's expenditure; and the burden of the debts incurred for railway construction was out of proportion to the colonies' income or even to the increase in income, owing to the supply of transport facilities.

STAPLE CROP—PEANUTS

Economic life has developed mainly on the coastal belt. French policy aimed at the development of large scale monocultural areas, based on local peasant proprietorship. Thus, Senegal has specialised in the cultivation of groundnuts. Its output amounted to nearly 30 per cent of the world's total groundnut crop before the war; and Senegal's share in all French West Africa's exports was more than 50 per cent. Groundnuts were the main staple food of the local population; and the export surplus was between 500,000 and 600,000 tons.

In the years of depression, the price of groundnuts fell by about 75 per cent; and the local peasants expanded the area under cultivation deep into the interior of the country to make good part of their losses by a bigger volume of sales. This shift into the interior of the country was further necessitated by the gradual exhaustion of the coastal soil; and it was facilitated by the development of motor traffic which made it possible to transport the nut crops to the coastal railways, especially to the "peanut railway," St. Louis-Dakar.

Shortly before the war, a start was made in the production of nut oil on the spot. But only a small fraction of the crops was processed; the bulk of the harvest went to North Africa and to France to be shelled and processed there.

During the Vichy period, shipping and fuel shortages forced a radical change. Shelling and oil production on a large scale were developed on the spot. Peanut shells were used as fuel by the local railways; and tractors were driven on nut oil.

COCOA, COFFEE AND COTTON

French Guinea and the Ivory Coast have specialised in growing cocoa, coffee, bananas and palm kernels. Most of the French West African cocoa (about 50,000 tons) and nearly all its coffee (nearly 15,000 tons) come from the Ivory Coast; these two items account for 12 to 13 per cent of all French West African exports. Palm kernels and palm oil from Guinea and Dahomey account for eight per cent. The Ivory Coast is also rich in mahogany forests.

Finally, the French Sudan has been chosen as the rice and cotton-growing area. An irrigation scheme for the Niger Valley was started as far back as 1925, and it was more specifically developed by the Office du Niger after 1932. The output of cotton, however, remained at a low level before the war; and its annual export was never more than 5,000 tons.

TRANSPORT EXPERIMENT

West African imports, like those of the French North African possessions, consisted mainly of textiles, fuel oil and agricultural machinery; and, as in North Africa, the falling off in those imports during the Vichy period caused many hardships to the local population.

The railways have been run on wood and oil-cake; and the most crazy experiments have been made to cover the fuel deficit by the use of palm oil and alcohol extracted from bananas, as well as maize and sisal.

Fuel and steel shortages have made the planned expansion of railways impossible. The railway network is still confined to the coastal regions. The main lines connect the Upper Niger with the ports of Dakar and Conakry in the north-west and Bobo Dioulasso with Abidjan in the south. The extension of the Abidjan railway from Bobo Dioulaso to Quagadougou, 1,500 kilometres inland, has come to a standstill.

GOOD MOTOR ROADS

The problem of transport was the main point discussed at the economic conference held at Dakar in October 1942. Great stress was laid

on the need to maintain the regular weekly motor service between Casablanca and Dakar, across the desert. The motor roads there are relatively good, a fact which will certainly be appreciated now, when Dakar serves as a transit point for supplies despatched from the United States to North Africa.

An achievement of which Vichy's colonial administration was particularly proud was the development of an air service between French West and North Africa. The facilities for air transport have now become available for Allied aircraft.

STRATEGIC ASSET

The most important economic and strategic asset of the country is, of course, Dakar itself, with its modern and conveniently situated harbour. The volume of Dakar's commercial traffic ranged from 7,500,000 to 17,500,000 tons a year during the last pre-war decade. Recently, Dakar has been strongly fortified; and its harbour installations are said to have been considerably extended. The growth of the town is also reflected in the increase of its population, which has risen from 90,000 to 120,000.

U-Boat: Germany's Final Weapon

By LORD STRABOLGI

THERE is clear evidence that the German High Command has placed its highest hope in the submarine. The next period of about six months may well be the most important phase in the history of the world for many centuries.

Germany's main effort of attacks is concentrated on submarine warfare because this is the most difficult to counter. Air attack on convoys is not fruitful now as means of defence have improved. The United Nations have acquired ascendency in long-range aircraft.

A lone surface raider is not so good a proposition as she was in the last war when a single cruiser such as the *Emden* or a disguised commerce raider, well handled and heavily armed, could do heavy damage on distant trade routes. Air reconnaissance has narrowed the field for such operations and fewer merchant ships now sail singly.

In the first World War convoys only proceeded under escort for a limited distance but now war vessels accompany merchant fleets much further. This is because submarines now operate further afield.

Japan has made the Pacific a danger area and the Indian Ocean may at any time become one. German heavy surface warships are too few in number to be able to operate on trade routes as a fleet and the Italian navy is confined to the Mediterranean. The Japanese fleet is busy controlling the Western Pacific and the sea routes between Japan and various theatres of war, while the Pacific operations have diverted a great part of American and British strength to this area.

But the main campaign is being fought out in the North and South Atlantic with German submarines. Much of the data required for a full appreciation of the situation is kept secret or is only known to one side. Thus only the German High Command knows the rate of construction and also of losses of U-boats. Both these factors can be estimated, but here there must always be an element of guess work. Similarly, the rate of sinkings or damage of merchant ships is known only to the United Nations.

MERCHANT SHIPBUILDING PROGRAMME

The Americans publish figures of merchant shipbuilding but the output of new merchant ships in the United Kingdom, Canada, India and Australia is not made known. What we do know is that the rate of building has overtaken sinkings and that over the last six months there is a substantial balance in favour of the United Nations. We also know that there are large arrears of losses to be made up and that German submarines are still being built in greater numbers than they are being sunk.

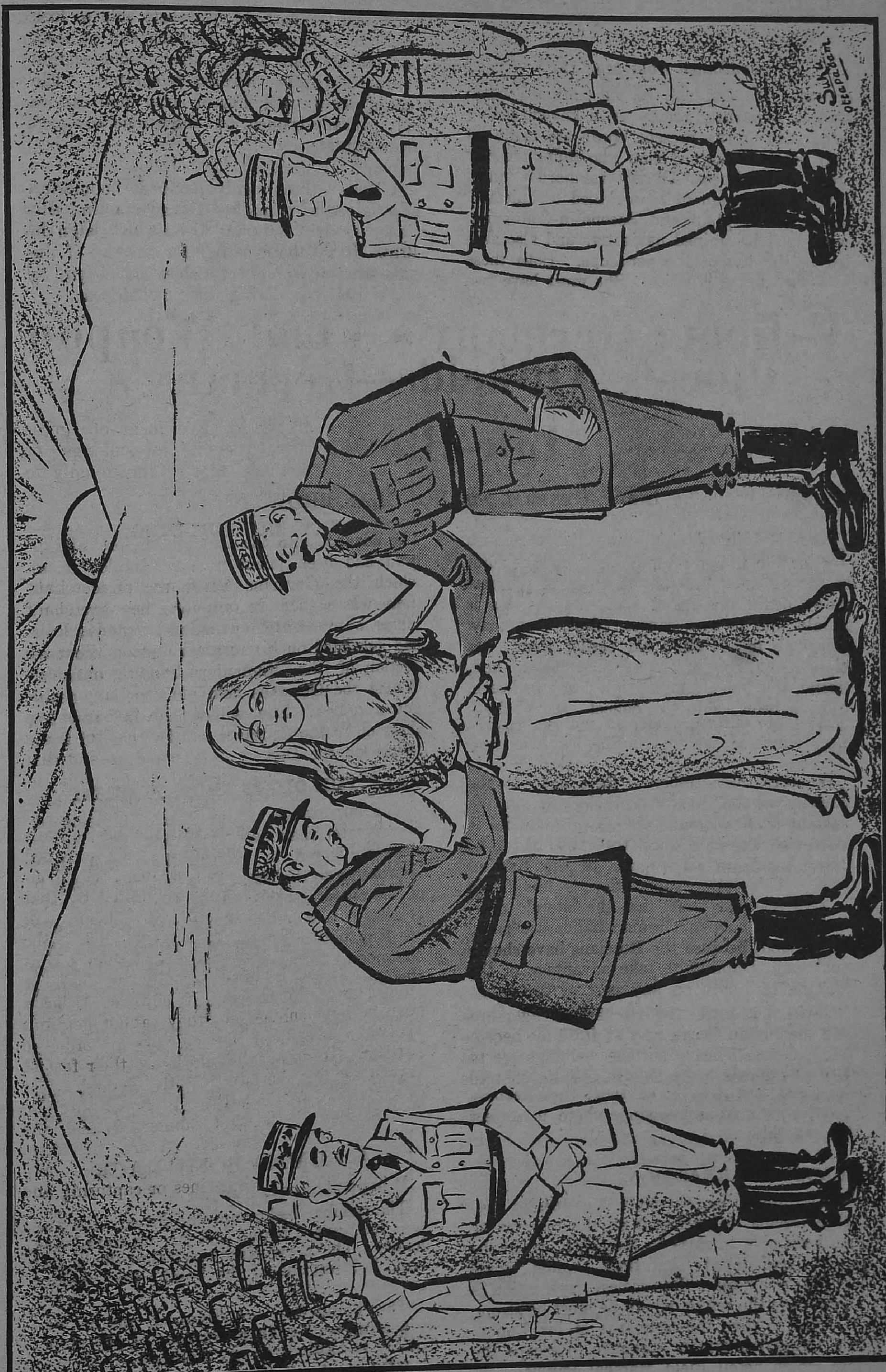
The convoy system is still the best means of defence against submarine attack provided sufficient fast escorts are available. But convoys are slow; their speed is limited by that of the vessels they guard. A U-boat will rarely attack a convoy singlehanded. She calls up the rest of the pack and then a concerted attack is made usually at dusk or under cover of darkness. If, however, U-boats can be kept submerged, they cannot get into position ahead of the convoys in order to attack. To do so, they must use their fastest speed on the surface. With enough fast escorts, and particularly with enough aircraft, submarines can be kept submerged and the main danger is removed. Apart, therefore, from counter-attack by bombing bases and building yards of submarines or capturing and destroying these bases by successful invasion, the problem resolves itself into a provision for more and faster escort vessels and of more long-distance aeroplanes and carrier-ships to act as bases for aeroplanes in the widest parts of the oceans.

MANNING OF SUBMARINES

An important factor is the manning of submarines. The supply of trained submarine

(*Continued on page* 14.)

VIVE LA FRANCE !



General de Gaulle and General Giraud will shortly meet at Algiers to cement Free French unity.

U-BOAT: GERMANY'S FINAL WEAPON

(*Continued from page* 12)

crews at the disposal of the German naval staff is a wasting asset. It is known that a large part of the present crews are made up only partly of trained men who suffer severely from sea-sickness. Every submarine must carry a minimum of nine skilled technicians. These are Captain and Second-in-Command, who must be trained navigators and also skilled in the use of the periscope. Both these arts need much practice. She must have two practised coxswains able to control her manœuvres under water, two trained engineers and two torpedo specialists able to look after these complicated weapons and at least one skilled man to look after radio-location instruments and wireless telegraphy. The rest of her crew of fifty or sixty men can be only partially trained, but these nine key men are essential.

A lack of these highly trained submarine experts caused a marked falling off in efficiency in the German U-boat campaign in 1918. It will be a matter for surprise if the same shortage of experts does not begin to make itself felt during the present year.

Ploesti Oilfields—Germany's Life-Blood

By LIEUT.-GENERAL SIR DOUGLAS BROWNRIGG

EVENTS in Tunisia have taken a turn for the better after a slight relapse; but in the south of Russia the pulse of progress shows definite signs of slackening. This is mainly due to two causes: first, that thaw has come to Hitler's aid earlier than was expected (although it may not last); and, second, that the German High Command seem to have been able to collect some fresh reserves to throw into the fray in the Donetz basin.

Whether these reserves have had to be taken from the divisions in Norway, in the Balkans or France and the Low Countries is not yet known, or whether they have had to be withdrawn from other parts of the Russian front. This latter supposition is less likely for two reasons: first, that the lateral communications now in German hands are poor; and, second, because the Russians have shown such marked ability to take advantage of the thinning of troops on any part of the front. Pressure has been exerted against the Germans all along the battle line from the Black Sea to the White; and the Russians have shown themselves adepts at hitting first in one place and then in another, thus keeping the Germans from knowing where to expect the next blow.

PLAUSIBLE REASON

It is interesting, therefore, to consider why Hitler seems to have sent all the reserves he has been able to raise to the south, where he might have hoped that thaw would come earliest to his aid. The easiest explanation is that this is the region where he must be strong in order to give the remnants of his Donetz and Caucasian armies a chance to escape the fate which befell Field Marshal Paulus.

But there is, I think, another—and even deeper—reason. German strategy in 1942 failed because it envisaged too many objectives. The advance into the Caucasus before Stalingrad had been taken was a blunder from which the Germans never recovered. But there was a good reason for the diversion. Hitler wanted oil; for two and a half years he had subsisted on his reserves and on the production of the Rumanian Ploesti oilfields. Whilst the Germans held Maikop they never got a gallon. The will-o'-the-wisp had led them on in the Caucasus and had caused their failure on the Don.

HALF THE OIL IS FROM PLOESTI

The importance of the Ploesti oilfields is now greater than ever to Hitler, and he is therefore bound to protect them and their approaches to the last. It is believed that half of the oil he expends comes from Ploesti. It is certain that he could not carry on the war for long with a 50 per cent reduction in this commodity. Ploesti provides the life-blood of the German army and the Luftwaffe; and that is why the northern shores of the Black Sea must be defended inch by inch—even were there no German armies retreating or trying to retreat along them. Ploesti is the joint in Hitler's armour—and one of the plates has been made in Rumania instead of in Germany.

A HUMAN BOMB-RACK

It happened over Tunisia.

The bomber had completed its mission and was homeward bound. A jarring sound was heard. The crew discovered that the metal band holding one of the bombs had shaken loose.

The bomb had not dropped, and it was vibrating with each movement of the plane, likely to explode at any moment.

Without hesitation, two members of the crew climbed into the bomb-rack and, straddling the bomb, held it firmly in their hands.

The bomber landed safely at its home base.

Sir Alwyn Ezra's Rs. 25,000 for New R.I.N. Fund

Benevolent Association also helped by Ratnagiri Merchants

OF great importance to Naval personnel and their dependents is the formation of the Royal Indian Navy Benevolent Association, the object of which is to assist them in time of hardship.

The Association has made a good start. Sir Alwyn Ezra, who has long been a generous friend of the Royal Indian Navy, has magnificently led the way by giving Her Excellency Lady Linlithgow Rs. 25,000 for it. Among other amounts already raised are the proceeds of a special performance held at the Metro Cinema, Bombay, and part of a gift of Rupees 10,000 from 93 merchants and firms of Ratnagiri district in Bombay Presidency. This gift was announced during a public reception held at Ratnagiri in honour of men from the district serving in H.M.I.S. "Bengal" at the time of her successful action.

The Benevolent Association's affairs will be administered by a Council presided over by the Flag Officer Commanding the Royal Indian Navy, and there will also be a Relief and Finance Committee.

In appropriate cases relief from the funds of the Association may be granted to past and present officers of the Royal Indian Marine, the Royal Indian Navy, the Royal Indian Naval Reserve and the Royal Indian Naval Volunteer Reserve, and past and present ratings of the Royal Indian Navy (including Special Service and "Hostilities only" ratings), the Royal Indian Fleet Reserve and the Royal Indian Marine, and their dependents.

In the past the Royal Indian Navy has had a Benefit Fund towards which officers and men voluntarily subscribed. Despite donations from various generous individuals and organizations, the financial resources at the disposal of the Royal Indian Navy Benefit Fund have not increased in proportion to the great expansion of the service, the personnel of which is now more than ten times what it was in September 1939. In view of the Navy's growth and the heavier responsibilities the Service now bears owing to the extension of war in the East, it was considered essential that any such fund should be strong enough to meet all potential claims on it. The new Association will, therefore, take over the assets of the Benefit Fund and develop and extend them.

Under the rules, any donor of Rs. 2,000 and over may be invited to become a Vice-Patron of the Association, and donors of Rs. 500 and over but less than Rs. 2,000 shall be life-members. Any past or present Naval officer or rating may become a member by paying not less than Rs. 10 a year in the case of an officer and not less than Rs. 3 a year in the case of a rating.

The Navy recruits officers and men from all over India, and dependents of serving personnel are, therefore, to be found in many parts of the country. Already in one district long connected with the Service—Ratnagiri—merchants and firms have set a splendid example by raising a handsome amount for the Association. It is hoped that in other parts of the country individuals and organizations will extend their support to an institution that means much to many thousands of families whose bread-winners are defending India.

The Navy's arduous work is an essential part of the country's war effort. Naval personnel guard our shores and sea routes, and in doing so run risks inevitable in time of war. The Benevolent Association exists for the purpose of assuring them that, whatever perils or hardships lie ahead, their families' future is secure. It is of national importance that there should be this assurance for men who deserve so well of the country, and the Association, therefore, merits the widest possible public support.

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SOME MEANING

A train passing through a station where scaffolding had been erected after an air raid. Shouts the guard: "Look Out!"

Frenchman puts his head through the window expecting to see something wonderful and receives a bump on his head: "These Englishmen! They never say what they mean."

British Consumers' Contribution

By OSWALD DUTCH

THE British consumer now pays roughly £880,000,000 a year in taxes without being actually conscious of it. The ordinary citizen knows, of course, that he has to pay annually a considerable slice of his income to the State. He hardly ever realizes, however, that over and above this he pays small sums in taxation to the Government every single day, almost every hour, in fact, payments which in the aggregate amount to colossal sums.

It begins at breakfast time. A cup of tea with a spoonful of sugar is the first contribution to the exchequer. One pound of tea costs 2*s.* 6*d.* at present; the duty on it is 6¼*d.* a comparatively small amount therefore. The retail price of sugar is 3*d.* a pound, and the tax on it is 2¼*d.*, that is exactly 75 per cent of the sale price. If one has time enough after breakfast, one lights a cigarette or a pipe. This again costs a considerable amount in taxation, the lighting of the pipe or cigarette as well as the tobacco. The duty on the individual match amounts to more than half its retail price; in the case of cigarettes it amounts to nearly three quarters of the price. The share of taxation in the cost of a pipe of tobacco amounts to 80 per cent.

Should one wish to refresh oneself in a pub or a bar with beer or a little liquor, one's contribution to the exchequer is considerable. Beer is still cheap in England; it costs 11*d.* a pint, but of this 6½*d.* represents taxation. Whisky, on the other hand, is not cheap. A bottle of whisky costs 23*s.*, of which 16*s.* and ½*d.* is the contribution to the State. To go into details, the citizen pays nearly a penny in duty for every cigarette and nearly a shilling for every glass of whisky.

INDIRECT TAXATION

There was a time when it was thought that the rationing of tobacco in Great Britain would ultimately be inevitable. This was in the autumn and winter of 1941–42. In the Budget introduced in April, 1942, the duty on tobacco was raised by 33⅓ per cent. The immediate consequence was that smokers temporarily restricted their consumption. Within a week the whole shortage of tobacco was made good, and though the average Englishman does not smoke less than he did a year ago, the raising of the tobacco duty has brought about such an improvement in the tobacco market that smokes of every kind are now obtainable everywhere in England in unlimited quantities, and nobody believes now that tobacco will have to be rationed.

The sums paid to the exchequer in the form of these and similar indirect taxes are positively gigantic. On an average £2,500,000 are paid into the exchequer every day under this head alone. The Chancellor of the Exchequer estimated the revenue from indirect taxation in the Budget year 1942–43 at £805,000,000. In the first nine months of this financial year, however, revenue under this head amounted to £860,000,000; it may therefore be assumed that the total revenue from indirect taxation in 12 months will be not less than £880,000,000; probably it may reach the £900,000,000 level. Indirect taxation—disguised taxation—has thus, for the first time, become one of the mainstays of government financial administration and it would be by no means surprising if even larger sums were realized by indirect taxation than have hitherto formed the principal item in all British budgets, that is, revenue from income-tax.

With this form of tax legislation the British Treasury has killed two birds with one stone. It has avoided restrictions in the sale of necessary articles of consumption and at the same time it has indirectly made such consumption goods into an extremely important factor in the financing of the war.

NOT A SOUND WAS HEARD

The sergeant-major felt queer with a bad cold in the head, and his temper was even shorter than ever.

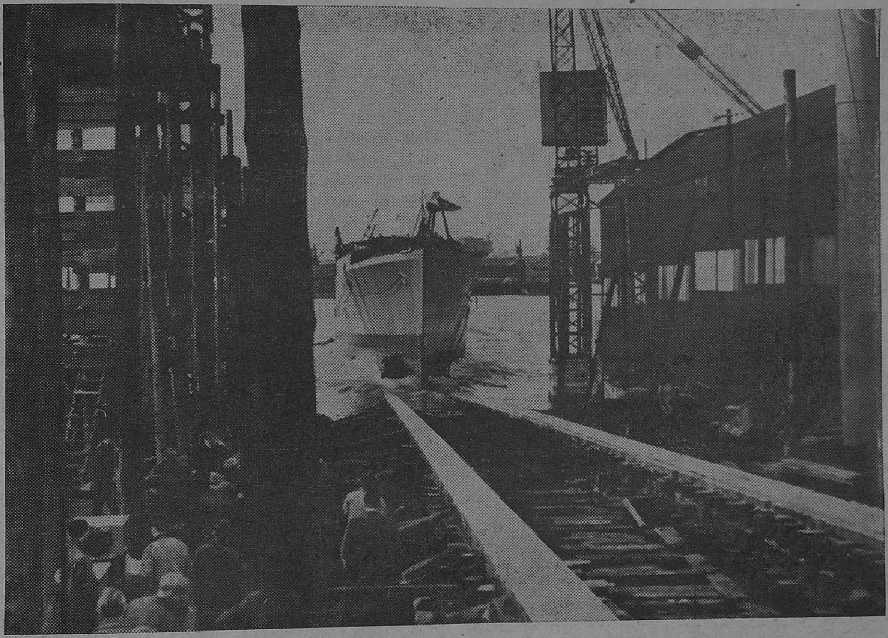
Facing the parade, he opened his mouth, but not a sound emerged, and he got scarlet in the face as he tried to speak.

His neck muscles straining and his eyes bloodshot, he made several more attempts to shout a command.

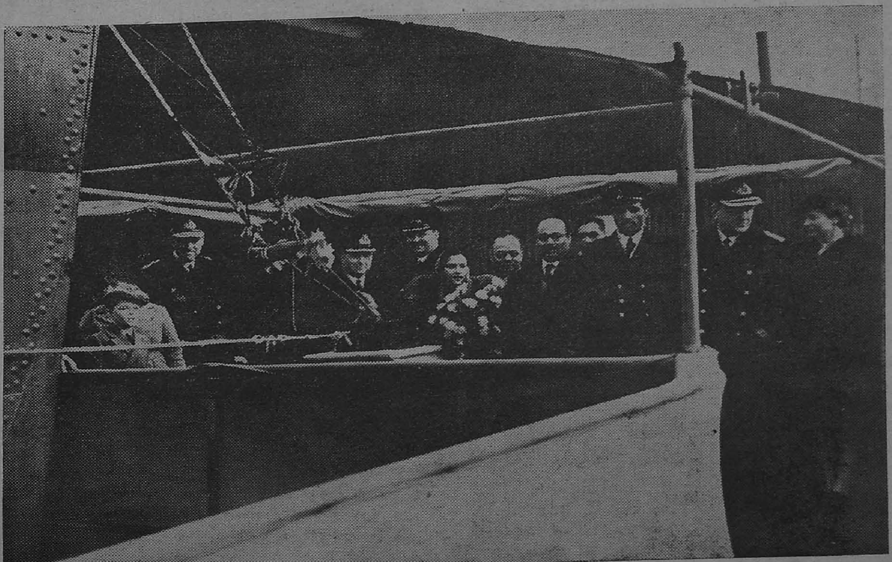
In the silence that followed, a voice came from the rear rank.

"Blimey!" it said, "it's a blooming miracle!"

H.M.I.S. "GODAVARI" LAUNCHED AT A BRITISH SHIPYARD



Mrs. Lall, wife of the Deputy High Commissioner for India, recently launched His Majesty's Indian sloop "GODAVARI" at a British shipyard. Picture shows: The "GODAVARI" leaving the shipway.



Picture shows the official party on the launching platform.

Women Trained to Fight with Men

TURKEY, if attacked, will fight to her last citizen. And when one says "citizen," one means women too.

Turkey is not a very densely populated country. There are only 18,000,000 people, distributed over an area three times the size of Britain. Manpower is Turkey's great problem in war, and that is why all grown-up men and women in Turkey have been made expert in the defence of their country. A young Turk when called to the colours, is a fully trained soldier.

Some six years ago, moreover, special courses were introduced into all girls' schools for training women in various military duties. Criticism of that measure was loud and persistent. Fortunately, there were many who remembered what womanpower had meant to Turkey in her war of independence. They can still recall how mothers, with their children strapped to their backs had carried munitions to the frontline; how women under a hail of bullets had stormed enemy trenches; how others, already dying, had still murmured the words of the Turkish women fighters' song: "Come, sisters! the country looks to us in her supreme agony."

COMPULSORY MILITARY INSTRUCTION

So the measure was passed in spite of critics and croakers. As a result, there is to-day no school in Turkey where girls do not receive military instruction. This is a compulsory scheme. It has given Turkey a vast reservoir of trained women soldiers. In fact, no pupil—and that applies to either sex—can take part in other examinations unless he or she has passed successfully through military training. Topics which Miss Turkey has to study include mapping, topography, military drill and sharpshooting.

These measures, which have helped Turkey to make up for other shortage of manpower, were amplified in 1939 when a law was passed under which every citizen regardless of sex could be called up for military service from the age of 15.

It is from the age of 15, too, that both men and women are admitted to special air training. Under the expert supervision of Sabiha Gokcen, adopted daughter of Kemal Ataturk, several squadrons of "Blue Amazons," as they are called, have been trained. Her Blue Amazons are trained in conditions of complete equality with men. They have learnt how to pilot bombers and fighters, how to navigate, and how to bomb accurately. Soviet teachers have given them special instruction in parachute warfare, and they will be as efficient at sabotaging enemy communications behind the lines as their male comrades.

CIVIL DEFENCE

Turkey, too, has given a great deal of thought to her civil defence services, particularly to gas defence, which is in the hands of the "Kizilay." In the "Kizilay," too, Turkish women play a great part. Turkey's industries, most of which have been planned and established only in the past ten years, have been organized with the view of strategic considerations. Industrial plants from the most vulnerable area of Istanbul will be, or probably have already been, evacuated to inner Anatolia.

Turkey completed her five-year plan most successfully. New cotton factories sprang up in Eregli, Nazilli and Kayseri. Zonguldak and Karabuk became centres of her new heavy industry. Her output of chromium ore—on which von Papen would love to lay his hands—is 30 times that of 1923.

SUPPLIES OF FOREIGN ARMAMENTS

But, in spite of this development, Turkey is still largely dependent on supplies of foreign armaments. She has a standing army of half a million, but its equipment is not up to date. She has also an air fleet of about a thousand planes, but many of these are obsolete. Here is where Britain's help—and Britain's Spitfires particularly—will be valuable.

Turkey's three armies, however—in Thrace, Northern Anatolia and near the Caucasian frontier—are extremely well-trained and are commanded by generals who have proved their leadership. Only eight months ago it would have been extremely difficult to defend Turkey's airfields against an airborne invasion. Now the Luftwaffe must save every plane at its disposal if its much-vaunted spring offensive in Russia is to be mounted at all. And what is more, Allied production and Allied strategy are to-day in a far better position to come to Turkey's aid than they were eight months ago.

Turkey has not proved only a fair-weather friend of Britain; and Britain will remember that, should the dark clouds of Nazi aggression burst over the Ataturk's country.

—Yorkshire Post.

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Fortifying the Balkans

THE view prevailing among Turkish commentators of the situation created by the resounding victories of the Red Army may be summed up as follows—So long as the Germans possessed an overwhelming superiority in manpower, weapons and knowledge of the technique of modern warfare, their occupation of almost the entire European continent from Narvik to Crete and from Brittany to the Caucasus in addition to Libya was a great asset to them. Since they lost that superiority the scattering of their forces over that area has become a heavy liability.

Some of the Turkish commentators are inclined to think that the Germans may be able to make a stand on the line of Melitopol-Dnepropetrovsk - Poltava - Vyasma-Leningrad and that by gathering fresh forces from total mobilization of German population, they may again try their luck against Russia next spring. On the other hand, others envisage the possibility of a German withdrawal all along the eastern front on the line of Riga-Kiev-Odessa and they express serious doubts of a German offensive next spring owing to the menace of Allied attacks on other theatres of war. They are also sceptical of the effects of the German total mobilization.

Russia and the Balkans are closely correlated strategically and should the Germans be compelled to fall back to the west, it is doubtful if they can afford to hold the Balkans and run the risk of being caught in a pincer movement between the Russians advancing from the north-east and the British and American forces from the south-west.

It is thought in some circles that, in such an event, the Germans may withdraw from the southern Balkans and make a stand on the line running across the Carpathians and the Danube towards the Alps. Of more immediate interest is how the Germans intend to defend the Balkans. From the information available here, it is certain that the Germans and the Italians intend to defend Crete and the Dodecanese which have been fortified and strongly garrisoned, but the other Greek islands and southern Greece are thinly garrisoned with only enough troops to maintain their security. It is assumed that should the Allies take Crete and —or the Dodecanese, the Germans will abandon other Greek islands and southern Greece and will make a stand on the line running from the Black Sea around the Turkish frontier to Dedeagatch along the Aegean coast to Mount Olympus and there across Epirus to the Adriatic.

As Salonika is the central bastion of that line, great efforts are being made to fortify it and the civilian population of the peninsula, which borders on both sides of the gulf of Salonika, has been evacuated. Farther north, all the mountain passes and gorges in Bulgaria and Serbia are also being fortified presumably with the object of fighting a delaying action there and to protect German communications from raids by Serbians and Greek guerrilla bands.

The Germans are evidently doing thoroughly the job of fortifying the Balkans. But they will require men to hold and man the fortifications and that is where their difficulties begin. They cannot put much faith in their allies and satellites. The Rumanians and Hungarians have been too badly mauled in Russia to be eager to fight against the British and the Americans. Moreover, their mutual hate and mistrust induce them to keep back some of the forces with which to cut each other's throats. Most that can be expected from Croats is the defence of Herzegovina and part of the Adriatic coast.

The Italians, who still have 20 odd divisions in the Balkans, have their hands full with General Mihailovitch and Greek guerrilla bands. There remains the Bulgarian army but official statement that it will stand firm by the Wehrmacht carry little conviction even to German ears. Since the last summer, reports have been current that Bulgarians had made up their minds not to resist the Allies if they landed in Bulgaria and this attitude seems to have been approved by King Boris, who apparently believes that the best thing for him to do in this war is to act as an innkeeper to any army that may choose to come to his country—*The Times* Istanbul correspondent.

To the Troops!

You want to be amused?
You want some light music?
Well, tune in to *All-India Radio, Madras*,
211 or 60·98 metres,
Every Wednesday at 10 p.m.

U-Boat's Reduced Harvest

By A. J. McWHINNIE

THE Allied shipping position to-day is better than a year ago, despite big overseas operations. One of the difficulties facing the United Nations is that in withholding news of shipping losses from the Axis, their own people are apt to get a distorted picture of the sea war in their minds.

In the Allied determination to face facts and not to distil artificial sunshine from propaganda, London and Washington temper the news of their land and air victories with reminders that the U-boat war remains the greatest menace. The increase in U-boat warnings from official spokesmen on both sides of the Atlantic has given the impression that these repeated warnings have become necessary because the graph of Allied sinkings is showing a sharp rise.

That is not the case.

The truth is that U-boats have been having a reduced harvest lately. The spring of the year is always a testing time for anti-submarine forces. Naval history shows that February, March and April are always active months for U-boats, in the last war as well as in this. The United Nations must be prepared for severe blows at their shipping during the next few months. So British and American spokesmen decide that it is better to keep the menace of U-boats constantly before their people rather than come out with see-saw announcements in the course of the year.

HOW TO COPE WITH THE MENACE

McWhinnie adds that the following points emerge from the situation :—

(1) Faster ships are being built in large numbers by Britain, Canada and America. But speed alone will not save a ship from U-boats which themselves can achieve 18 knots or so on the surface.

(2) Big screens of destroyers, corvettes and anti-submarine aircraft are the only answer to the U-boat menace. If proof were needed that given accurate anti-submarine protection on the seas and in the skies, convoys can get through, proof is forthcoming from the giant Allied armadas to North Africa.

(3) Britain and America are building faster bombers. But slow aircraft are playing an increasingly important part in the war on submarines. Fast machines may overshoot the spot at which U-boats are sighted. Slower planes with greater manoeuvrability can keep a U-boat's location until destroyers are called into action.

The number of U-boats in commission to-day is said to be approaching 500. New building is said to be at the rate of a U-boat a day.

BRITISH GRANARIES FULL

British granaries are full—fuller, says the British Food Minister, than ever before. The danger from the U-boat campaign is not of starving out Britain but delaying the big offensive planned at Casablanca for 1943. That offensive must come in ships. U-boats are making their most terrific effort to reduce the number of ships available for the moment of their biggest attack in history.

Despite the hazards of some recent Allied advances, initiated and fed from the sea, the Allied shipping position to-day is believed to be better than it was a year ago. Big developments are being noticed in the intensification of U-boat fighting from the air. Ship-building in the United States of America alone in 1942–43 will have a cargo-carrying capacity equal to 1,000,000 railway trucks.

An Airfield in Brazil

By J. ALAN COOGAN, *United Press of America Correspondent*

AN airfield in Natal (Brazil), one of the most important and least known in the world, is the source of the air punch which enabled the British Eighth Army to drive Axis forces out of Egypt and Libya.

The busiest trans-ocean airfield in the world, it has been developed since last June by Americans. The Air Transport Command of the United States Army carries out with speed and precision the gigantic task for which the field is a nerve centre—getting American-made warplanes to the front, and maintaining speedy transport for Allied leaders shuttling across the Atlantic on war business.

Flying Fortresses, Liberators, Mitchells, Marauders, Venturas, Bostons, Hudsons, Marylands—and other planes as yet unknown to the public—take off every few minutes for Africa.

The number of warplanes which makes this crossing is a military secret, but even the enemy must know that they are numbered in the many thousands by now.

The huge field is criss-crossed with wide asphalt runways built on hard-packed sand, and quickly absorbs even the hardest rains. The operations building, with a control tower at the top, is on one side. The Navy layout is on another side of the field. And the Brazilian air headquarters has a third side.

Diary of the War

BRITAIN AND GERMANY

18th Mar.—It was disclosed that more than 400 bombers and air crews numbering some 3,000 men took part in each of the 1,000-ton raids on Essen on Mar. 5 and 13.

Five girls were killed and about 12 seriously injured when a women's hostel in an East Anglian coast town was bombed.

The Royal Air Force attacked objectives (big oil storage tanks) at Maasluis near Rotterdam.

19th Mar.—It was revealed that 1,000 people were killed in the Royal Air Force raid on Berlin on Mar. 1.

Three German aircraft were destroyed over East Anglia.

20th Mar.—The Royal Air Force bombed Leer in north-west Germany. Railway objectives in Louvain and other targets in Belgium were also attacked.

21st Mar.—The railway viaduct at Morlaix in Brittany was bombed.

Mr. Churchill, in a broadcast, said: "I can imagine that some time next year—but it may well be the year after—we might beat Hitler, by which I mean him and his powers of evil, into death, dust and ashes. . . Under a world institution embodying or representing the United Nations and some day all nations, there will come into being a Council of Europe and a Council of Asia."

According to Reuter's London City Correspondent: "It is believed that Lord Keynes, besides his post-war currency plan, may also have a scheme for establishing international commodity prices. The international monetary unit, the Bancor, would be fixed in terms of gold and stable relations would be maintained between gold and goods."

According to *Financial News*, the Keynes Commodity Scheme provided for the establishment of international commodity pools which would buy up surplus supplies during the gluts and liquidate during the shortages.

23rd Mar.—The Royal Air Force bombed the enemy submarine base at Saint Nazaire. The German naval base at Wilhelmshaven was attacked in daylight.

24th Mar.—Bombs were dropped at a place in south-east England. Two of thet raiders were destroyed.

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UNITED STATES OF AMERICA AND THE ATLANTIC

18th Mar.—According to Col. Knox, Navy Secretary, the Japanese merchant fleet had lost 1,857,000 gross tons or approximately one-third of its entire tonnage.

According to *American Mercury*, the War Department was planning to train more than 1,000 "top administrators" to help govern the Germans after the war.

19th Mar.—Senator Connally, Chairman of the Senate Foreign Relations Committee, quoted Mr. Anthony Eden as saying that the four great Allied Powers were now working in harmony and complete understanding in waging the war.

20th Mar.—The copyright and American royalties of Hitler's *Mein Kampf* were seized by the Custodian of Alien Property in U.S.A.

Rear-Admiral Howard L. Vickery, Vice-Chairman of the United States Maritime Commission, said that United States shipyards would have constructed 50 million tons of shipping by the end of 1944.

21st Mar.—A United States merchantman carrying valuable military cargo, shot down 8 German planes and damaged 12 others in the North Atlantic.

22nd Mar.—It was reported in diplomatic circles that a United Nations Conference on post-war food production and distribution would be held on April 27.

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INDIA, BURMA AND CEYLON

18th Mar.—The enemy continued to exert pressure on the Arakan front, east of the Mayu river. Bombs were dropped on Bhamo, a Japanese aerodrome on the Irrawaddy.

19th Mar.—Japanese pressure slackened east of the Mayu river. Fighting continued in the area of Taungmaw.

M. Atay (leader of the Turkish Press Delegation), writing in the semi-official *Ulus*, said: "In India, military training centres established in accordance with the most modern methods are training hundreds of thousands of Indian volunteers for motorized and mechanized units. . . With a freedom greater than actually exists in 90 per cent of the European countries, the Indian press enjoys the right not only of discussion but of struggle."

20th Mar.—Allied naval coastal forces shelled Japanese positions in the Donbaik area. The enemy airfield at Magwe was attacked.

21st Mar.—A bombing attack was made on the Japanese-occupied village of Thaungdara. Myitson and Bhamo were also bombed.

22nd Mar.—The Royal Air Force dropped bombs in Donbaik and shot up a Japanese position near Laungchaung on the eastern side of the Mayu Peninsula. The Japanese raided Feni airfield.

23rd Mar.—The Royal Air Force attacked an important Japanese transport camp at

Prome with high explosive and incendiary bombs. In Arakan, enemy positions at Laungchaung and Kalachaung were bombed and machine-gunned.

24th Mar.—It was reported that Archbishop Spellman, President Roosevelt's friend, would visit India.

The Royal Air Force sank enemy supply sampans in the Kaladan river, and inflicted casualties on enemy troops.

Enemy aircraft made a brief attack on an airfield in south-eastern Bengal.

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ITALY, AFRICA AND THE MEDITERRANEAN

18th Mar.—The Algiers Radio announced that French Guiana had joined General Giraud.

The U.S. troops took Gafsa. Mareth Line was heavily bombed.

General Giraud issued decrees relegating 62 discriminatory Vichy laws against Jews and restoring elective municipal assemblies.

19th Mar.—Within ten days, two British submarines sank four large enemy supply ships, a tanker of medium size and a small supply ship in the Mediterranean.

Naples was bombed.

The Rome Radio disclosed that Axis admirals met in Italy for consultation.

Allied torpedo bombers attacked an Axis convoy off the south-eastern coast of Italy.

Allied forces captured El Guettar, 12 miles south-east of Gafsa. British troops withdrew from Tamera.

20th Mar.—Axis attacks at Tamera were repulsed.

General Giraud said: " I was present at the capture of Gafsa. We are witnessing the beginning of the offensive which will end in Berlin."

21st Mar.—American armoured units captured Sened. The German News Agency admitted that the Eighth Army launched an offensive in Central and Southern Tunisia. During an attack on Tripoli, four Axis bombers were shot down.

Allied bombers attacked a factory at Pozzallo, Sicily. Fires were started.

General Smuts, in the course of a broadcast, said: " The tide has turned for good."

22nd Mar.—American troops took 1,000 prisoners in a push from Gafsa.

Under powerful air support from both the Western Desert and the Tunisian air forces, General Montgomery flung the Eighth Army against Axis prepared positions along the Mareth Line and the Battle of Tunisia began. The Eighth Army launched the attack on a six-mile front.

Naples harbour was attacked.

23rd Mar.—The Eighth Army succeeded in driving a deep wedge in the Mareth Line defences in the " best defended portion." It was now on the rear of Rommel's Afrika Korps. The American forces captured Maknassi. The French forces advanced towards the Gulf of Gabes.

Hitler ordered his troops in Tunisia to fight to the last man.

24th Mar.—The Germans re-established their main line of defence on the Mareth front.

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RUSSIA AND FINLAND

18th Mar.—Soviet troops, advancing south of Byeli, drove the Germans out of 32 towns and villages. The Germans suffered heavy losses. The Red Army launched an encircling attack on Staraya Russa.

19th Mar.—The battle for the Donetz river reached a critical stage. The Red Army captured Izdeshkovo. A tremendous battle developed around the bridge head which the Russians held at Chuguyev.

20th Mar.—The Russians advanced in Smolensk area. The battle along the Upper Donetz reached a critical stage.

21st Mar.—Hitler, in the course of a speech, admitted that 5,42,000 Germans had been killed in the war.

Timoshenko launched a new offensive south of Lake Ladoga and in the Leningrad area. Vadino was retaken by the Russians. South of Byeli, five consecutive German attacks were repulsed.

22nd Mar.—In their offensive against Smolensk, the Red troops captured Durovo. The Germans launched a new offensive on the southern wing of the central front. The Russians evacuated Byelgorod. In Kuban, Soviet troops drove a wedge into the German defences.

23rd Mar.—The Red Army was 20 miles east of Yartsevo. The German Radio admitted that " a local breach " had been made in the " main German defence line due west of Moscow." South of Byeli, the Russians captured 40 places.

24th Mar.—The German attempt to hold up the Russian drive on Smolensk failed. In six days' fighting, the Germans lost 7,000 officers and men killed and 140 tanks destroyed.

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NEUTRAL COUNTRIES

18th Mar.—M. Sarajoglu, the Turkish Prime Minister, speaking in the Grand National Assembly, said: " Since the Adana Conference we have got to know Mr. Churchill more intimately and to love him better." The Assembly gave Mr. Sarajoglu a unanimous vote of confidence.

20th Mar.—Members of a German trade delegation headed by Dr. Clodius arrived at Istanbul.

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SHIPPING

20th Mar.—*The City of Flint*, a medium-sized American ship, was sunk in the Atlantic.

21st Mar.—The troopship *General John Pope*, the largest ship ever built at the 25-year old Federal Shipbuilding Dry Dock Company yards at Kearney, was launched.

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VICHY AND OCCUPIED COUNTRIES

18th Mar.—Hundreds of French patriots in the mountains of Savoy surrendered. The first convoy of workers for compulsory labour service in Germany left Annecy.

M. Andre Philip, Fighting French Commissioner of Interior and Labour, said in London that France was ready to rise on the day the Allies landed.

21st Mar.—The Polish Government in London received news that the Gestapo had murdered all the Jews who still remained in the ghettos of the following five Polish towns: Radomsk, Ujazd, Sobolen, Radzymin and Szczerzec.

23rd Mar.—Col. Knox, American Navy Secretary, said that a great deal of resentment was growing among the population of Martinique against Admiral Robert, the Vichy-minded commandant of the Island.

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THE FAR EAST

18th Mar.—The Kumusi river area was cleared of the enemy.

The Japanese authorities gave the newspaper monopoly in the newly-conquered territories to leading Tokyo newspapers.

19th Mar.—The Japanese, it was learnt, were interning nationals of the United Nations in occupied China, in Shanghai and other centres.

There were rumours that Japan was slowly withdrawing her troops from China.

General MacArthur's spokesman said: ' 'It would be a great fallacy to believe that even the heavy destruction caused by our naval and air power has dangerously weakened the Japanese capacity for sea transport."

According to the Tokyo Radio, a number of British, American and other foreign banks in Malaya were to be liquidated.

20th Mar.—Vice-Admiral Conrad Helfrich, Commander-in-Chief of the Nattal Forces in the Indian Ocean, said: "We must have sufficient forces at once to break through the Japanese. Otherwise, even after a German defeat, an Allied drive to the North may be impossible."

21st Mar.—Three Japanese merchantmen were bombed and damaged by Allied planes off New Britain and New Guinea.

Chinese troops recaptured the City of Hwajung on the Hupeh-Hunan border.

22nd Mar.—More than 100 Chinese soldiers were affected by poison gas shells fired by the Japanese.

Dr. D. J. Lao, in the course of a message on the United Nations Day Celebrations, emphasized that the main factor ensuring China's victory over Japan was the people's inflexible resolution to be free and their confidence in their ability to win the war.

Allied airmen bombed a Japanese convoy of three ships off the Dutch New Guinea and a Japanese destroyer off the Solomons. Japanese positions at Munda, Vila and Kahili in the Solomons were bombed.

Mr. Forde, Australian Army Minister, said: "Allied victories in the Solomons, New Guinea and the Bismarck Sea have merely intensified Japan's determination to invade Australia."

23rd Mar.—Allied troops occupied the Mambare river in New Guinea. Seven-hundred Japanese were killed and 100 were taken prisoners on the north coast of Papua.

Colonel Knox, American Navy of Secretary, said: "Things are very quiet out in the Pacific at the moment, but one can never tell—it may be the calm before a storm. The war is still on out there very much."

The American air force concentrated its attack on enemy transportation and shipping in the vicinity of Laokay in Indo-China.

It was revealed that Japanese shipping between Shanghai and Nagasaki had been disrupted as a result of the destruction of Japanese ships by Allied submarines.

24th Mar.—Enmy positions in Lae and Rabaul were bombed Gasmata airfield in South New Britain was pounded out of action.

Britain's War Effort

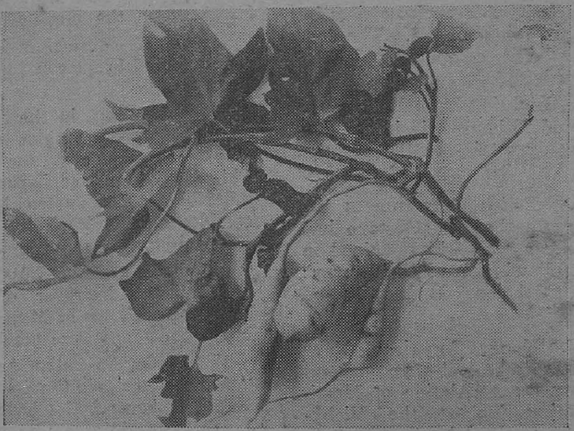
"With a population of only 46,000,000, Britain now has about 4,500,000 men under arms, or almost ten per cent. Britain has thus far on a per capita basis outproduced the United States. From October, 1941, to December 1942, she exported to Russia 3,000 tanks and more than 3,000 planes. She has been shipping more than 80 per cent of her munitions overseas. She has covered her own skies with the best fighting planes in the world, built thousands of bombers, launched an armada of merchant ships. In the light of her present achievements, it is almost an absurdity to say that with only eight per cent in the armed forces (which is America's target for the end of 1944) the United States will not perform its industrial role. The question is whether the home front really wants to fight or just thinks it wants to fight."

—LIFE (*New York*)

Grow More Food—in Your Gardens!

Tuberous and Root Vegetables

SWEET-POTATO



Ipomoea Batatas, Lat.; Family *Convolvulaceae*. *Sakkaravalli-kelengu*, Tam.; *Genesugadda*, Tel.; *Chakkara-kelengu or madhura kelengu*, Mal.

Description.—A trailing plant, rooting at the nodes, and producing edible starchy tuberous roots. The leaves are slightly digitately lobed. The flowers are funnel-shaped and pale pink in colour. The shape of the tuber varies, and the colour of the skin may be white, cream or even deep pink. The colour of the flesh also varies—white, cream, yellow or purplish yellow.

Propagation.—Propagated from cuttings about a foot long, with half a dozen nodes on it. It is best to plant the cuttings in rainy weather. The lower portion of the cutting should be inserted in the soil, after removing the leaves from that region. The cuttings are planted on ridges spaced 3 feet apart and raised to a height of a foot or more. The cuttings should be about 15 inches apart in the rows.

Cultivation.—A rather dry climate, with irrigation of the soil is best for the crop. The soil must be well dug up, so that the tubers can develop easily. Well-rotted cattle manure should be dug up into the ridges before the cuttings are planted. Weeding in the early stages is helpful. During dry weather, the plants should be watered. The crop is ready in 4–5 months; the leaves turn yellow when the tubers are mature. The tubers should be lifted carefully with large garden forks. They can be easily stored in a dry room.

Uses.—Usually boiled or steamed and eaten with scraped coconut. It can also be eaten with meat, instead of ordinary potatoes. The tubers are sometimes sliced and dried and kept for subsequent use.

General analysis.—Water 63·8 per cent; mineral 1·4 per cent; protein 2·0 per cent; fat 1·3 per cent; fibre 0·5 per cent; carbohydrate 31·0 per cent; calories per lb. 735; calcium 0·028 per cent; magnesium 0·044 per cent; phosphorus 0·118 per cent; iron 0·0004 per cent; Vitamin A—I.U. per 100 gms. 100; Vitamin B—I.U. per 100 gms. 28; Vitamin C—mgms. per 100 gms. 23·8.

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